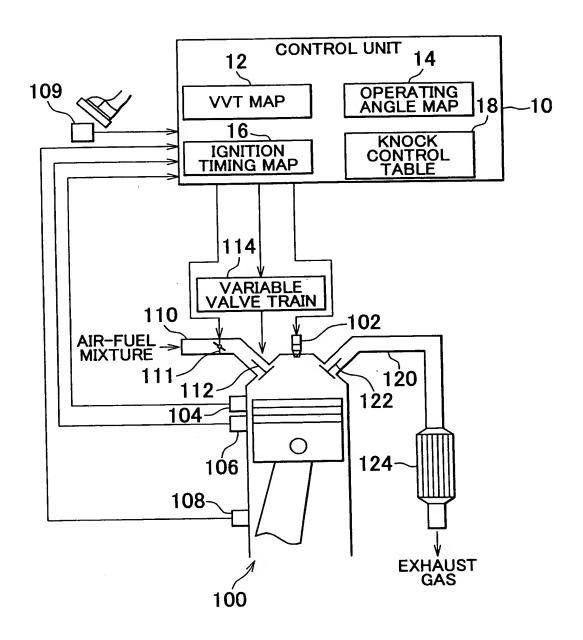
F I G. 1



F I G. 2

VALVE-OPEN/CLOSE TIMING ADJUSTMENT OF INTAKE VALVE BY VARIABLE VALVE TRAIN

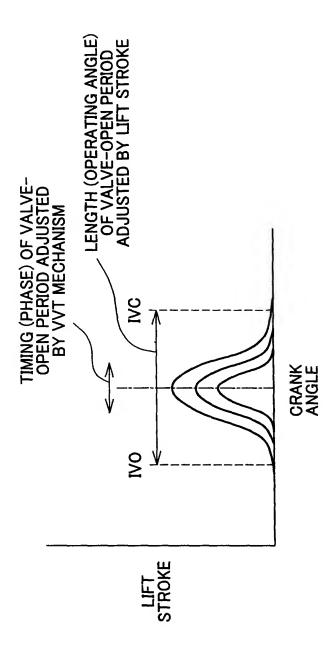
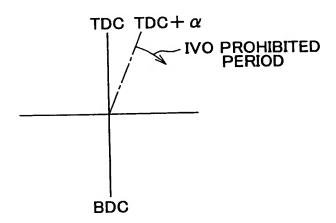
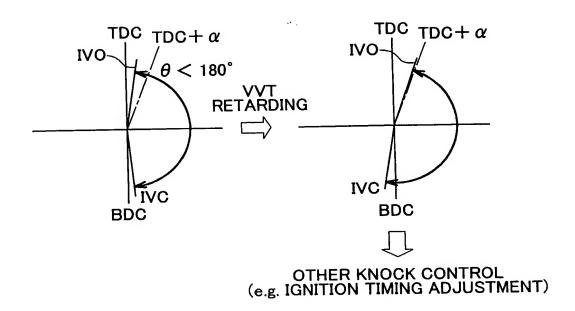


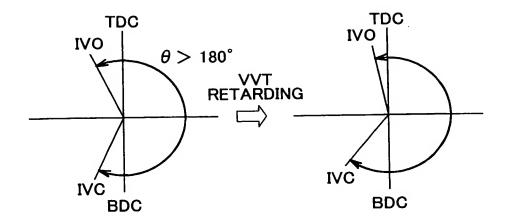
FIG. 3A



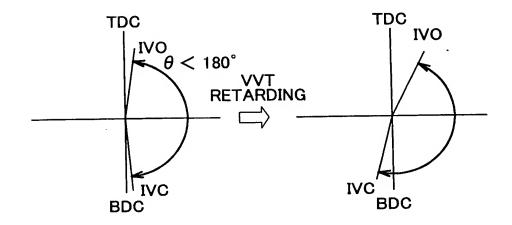
F I G. 3B



F I G. 4A



F I G. 4B



F I G. 5

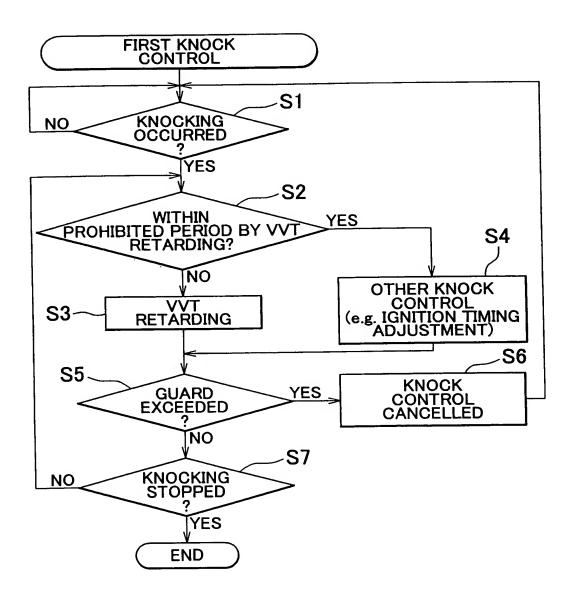
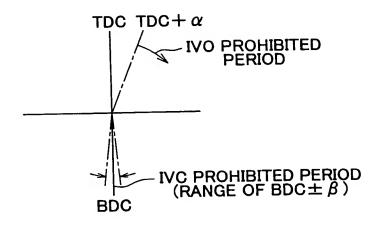
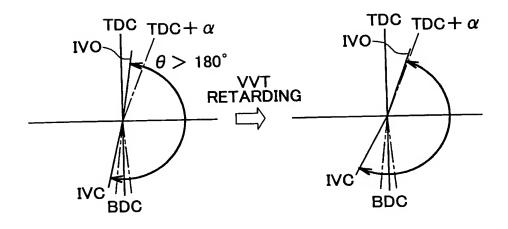


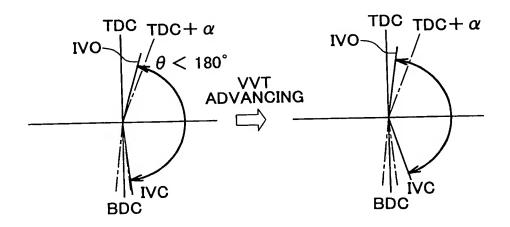
FIG. 6A



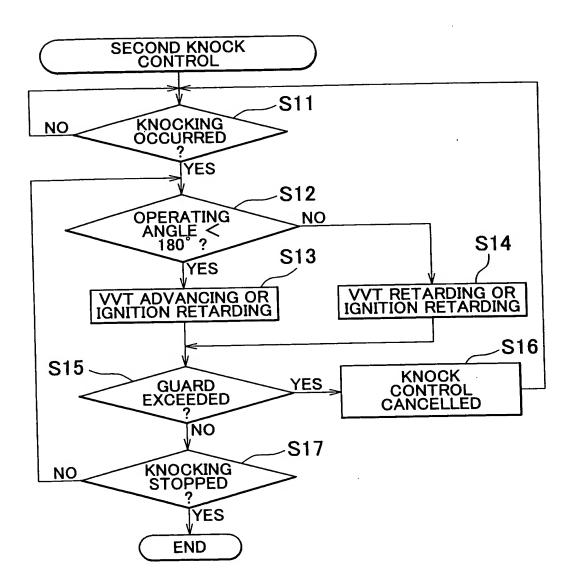
F I G. 6B



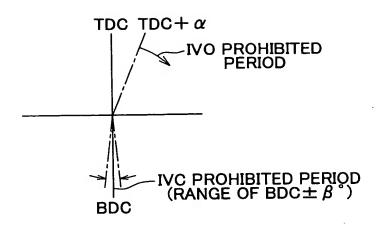
F I G. 6C



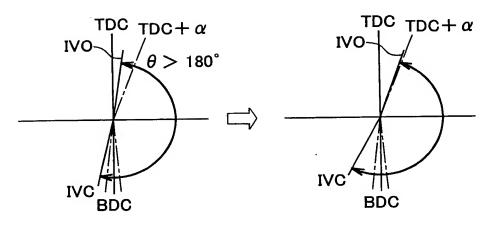
F I G. 7



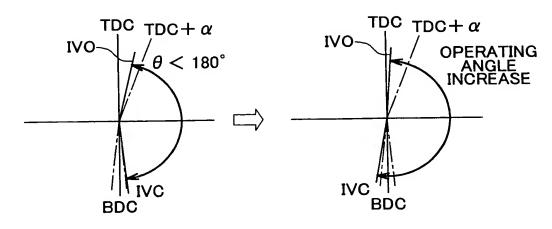
F I G. 8A



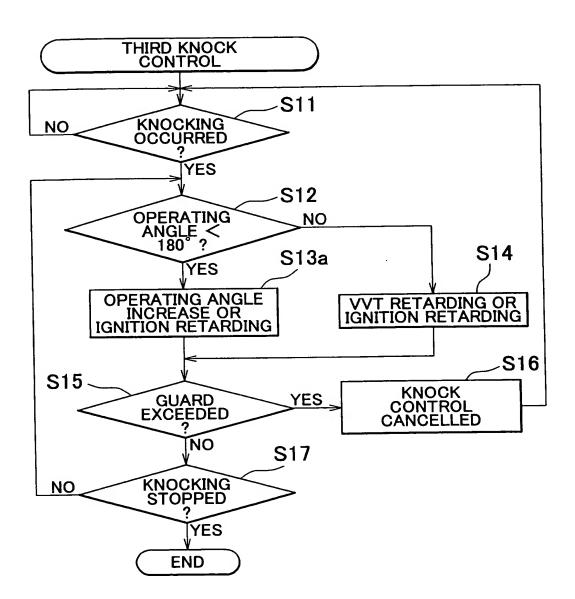
F I G. 8B



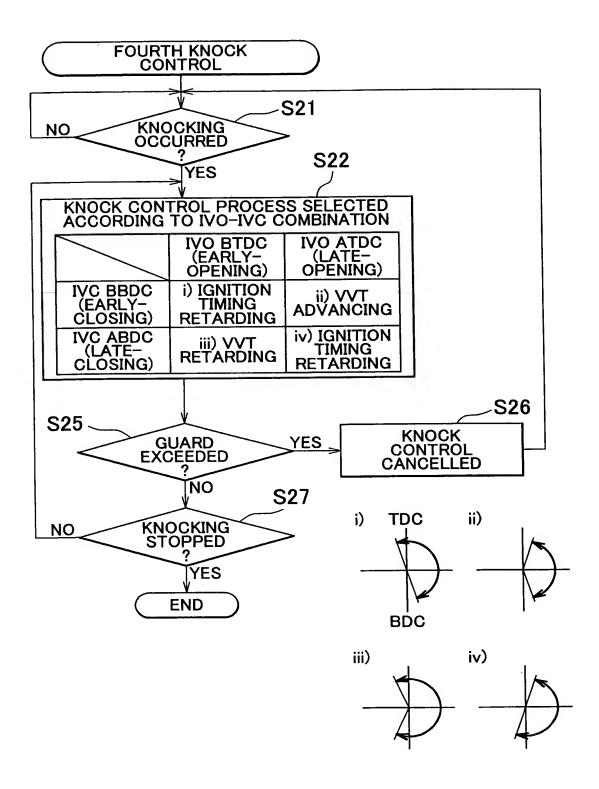
F I G. 8C



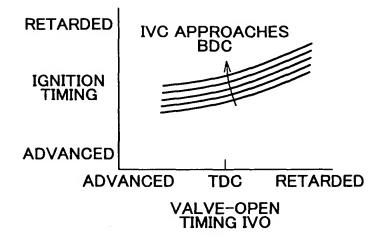
F I G. 9



F I G. 10



F I G. 11A



F I G. 11B

IVO	B20	B10	TDC	A10	A20	A30	A40	A50
ΔΤο	0	-1	-2	-3	-5	-7	-10	-13

(NEGATIVE VALUES INDICATE TIMING RETARDING)

F I G. 11C

IVC	B30	B20	B10	BDC	A10	A20	A30
ΔTc	0	-2	-4	- 5	-4	-2	0

(NEGATIVE VALUES INDICATE TIMING RETARDING)